



The Leader In Recreational Aviation



January 2008 Newsletter
Ames EAA Chapter 1452
www.eaachaptr1452.org

NEXT GATHERING

Where: Hap's Air Service Terminal Building, Ames
Speaker: Craig Smith, Aviation Director, Des Moines International Airport
Date: January 14th
Time: 7:00 p.m.
Treats: Chris Goodwin

Message from the President – Scott Olson

To our Vice President Ron Hodges, Chapter Leaders, EAA Chapter 1452, Inc. members and EAA members at large, it's an honor for me to have served you in 2007. The momentum and enthusiasm of members, successful programs, and timing for Ames area contributed to a successful 1st year. We are moving forward in 2008 with 8 planned months of programs already scheduled on the calendar, a fly-in in conjunction with ISU in April, and participation in International Young Eagles day in June. Here are the new 2008 Chapter Roster of leaders elected in November who helped make EAA Chapter 1452 a success last year.



Chapter 1452 Officers

Scott Olson – President
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Ron Hodges – Vice President
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Michael Makelbust – Treasurer
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Jason Dodd – Secretary
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Class I Directors and Officers

President - Scott Olson
Vice President - Ron Hodges
Treasurer - Mike Makelbust
Secretary – Jason Dodd

Class II Directors

Membership- Jeff Bryant
Programs – Scott Hornstien
Events - Open

Class III Directors

Programs – Richard Minor
YE Coordinator \_ Brant Hollensbe
YE Ground Crew – Rusty Hesson
Chapter Historian – Jim Triplett
Housing – Jeff Smalley
Education – Open

Thirty three (33) Chapter 1452 members fit the following descriptions.

Table with 2 columns: Description and Percentage. Rows include Craftsman (Builder/Restorer) 20%, Recreational Flyer 20%, New Participant 20%, Enthusiast (Include non-active & former pilots) 20%, Other 10%, and Total 100%.

The Chapter Officers will meet in January to do strategic planning for 2008 and 2009. We will discuss programs, events, projects, budget and fund raising. We have some openings for volunteers to serve and need your ideas to improve the chapter. What do you want and how can leadership improve and serve Chapter 1452?

January 5th I will be meeting with Newton, Marshalltown and Des Moines local EAA Chapter Presidents to discuss how we can unite in Central Iowa to serve our communities better. There are programs and events that we can advance jointly as a whole to increase membership and GA activities.

January 11th I will be traveling to Oshkosh to EAA headquarters for a Chapter Leadership Academy to meet with 30 Chapter Presidents around the country for



a fast-paced and fact filled weekend aimed at generating new ideas and suggestions to help strengthen and sustain local EAA Chapters.

In December's newsletter I discussed making the commitment to serve our community locally using aviation as the unvarying theme and keeping the interests of General Aviation community in mind. I talked about EAA improving kid's lives by mobilizing the caring power of EAA Chapters. As we move forward in 2008 our mission is clear and continues to serve our community through General Aviation safety, value, education and fun. Building and flying airplanes is so educational and so fun we need to share and help pilots and youth work and play.

I completed the construction of three airplanes in 2007. Three toy box airplanes, that is, to resemble an EAA 1452 member's Beechcraft Bonanza, an RV with a Rusty Wallace Iowa Speedway paint scheme. I recently donated the third Red Devil "Pitts" Biplane toy box to help market (advertise) Chapter 1452 and to be raffled off as a fund raiser. Proceeds from the Biplane toy box will go to initiate local aviation education youth activities, expand Young Eagle program and develop EAA 1452.

My leadership focus in 2008 for Chapter 1452 will be "fundraising". As many of you know I am starting TJ's Flying Circus to sell airplane toy box plans and kits. TJ's Flying Circus is named after my son, TJ. The "Flying Circus" are TJ's favorite airplanes. The company is similar to the infamous Peddle-Plane company in Cedar Rapids, Iowa but will be non-profit with proceeds going to help EAA to raise funds.

Where as the founder, Marvin Hoppenworth, of the Original Peddle Planes is a skillful draftsman and craftsman, the airplane toy box is simpler than a peddle plane and is made out of one sheet of  $\frac{3}{4}$ " plywood. It takes a weekend to build from scratch with simple desk top published plans. It takes an hour to assemble with a pre-fabricated kit and Kreg pocket hole joinery tool invented by Craig Sommerfeld, one of our 1452 members. My interest and skills are more in using technology to market custom air plane toy boxes.

Airplane Toy Boxes are designed for children ages 1-7 and can be used year round. Once a child becomes 8 years old they are eligible for a YE flight. After an initial YE flight, Young Eagles interested in aviation will be invited to learn more about aviation and help build an airplane toy box and compete for BEST type (Like a science and technology fair or Best-of-Type airplane award at Oshkosh). Local Corporations will donate money to support the educational youth program.

Once again, I want to recognize and thank all volunteers who contributed time, aircraft and dedicated service within EAA 1452 to help foster the growth of EAA's and Iowa's newest viable active Chapter. Congratulations to those who continue to serve and those listed who are committed to help keep the momentum airborne in 2008.

~ Scott

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### January 14<sup>th</sup> Meeting ~ Featuring Craig Smith

The guest speaker for our January Chapter Meeting will be Craig Smith, Aviation Director of the Des Moines Airport. His talk will include insight into future development and improved support for general aviation and light aircraft involving DSM. He will also answer any questions we have regarding Iowa airport operations, commercial and general aviation concerns, aviation career opportunities, etc. ~ **Scott Hornstein**





**EAA Files Exemption for E-LSA Conversion Process – (An article of interest to a few of our members)  
Backlog indicates more time is needed – Undisclosed Author on EAA's website (www.eaa.org)**

**December 20, 2007** — On behalf of EAA members who are still trying to meet the upcoming deadline, EAA submitted an exemption request this week that, if approved by the FAA, would allow owners of two-place, or "fat" ultralights the opportunity to complete the airworthiness certification process of their vehicles to the experimental-light-sport aircraft (E-LSA) category after the January 31, 2008, deadline. In the request, EAA asks that owners who have submitted their aircraft registration (n-number) application to the FAA Aircraft Registration Branch and it has been entered into the FAA system on or before January 31, 2008, be allowed to complete the process, including issuance of an airworthiness certificate, beyond the deadline.

The FAA has repeatedly stated that the conversion deadline will not be extended, but this exemption request seeks to address the large backlog of applicants awaiting airworthiness inspections for their aircraft. "We felt an exemption request was the right thing to do for our members," said Earl Lawrence of EAA's vice president of industry and regulatory affairs. "The last thing we want to see happen is they end up with an expensive 'lawn ornament.' More time will help solve the problem." The latest figures (as of November 30, 2007) show that there were 4,273 E-LSA registered but not yet certificated, compared to 3,870 already-certificated aircraft.

The backlog has outpaced the ability of FAA inspectors and designated airworthiness representatives (DARs) to perform inspections before the January deadline.

"We've been closely monitoring the situation, especially during the second half of 2007 with the approaching January 2008 deadline," said EAA's Joe Norris, who is also a DAR. "We were hoping that the backlog would start to shrink as we got into the fall, but that has not been the case. An exemption would provide more time for FAA inspectors and DARs to deal with the volume."

If approved, the exemption request would not only provide additional time for those already registered but awaiting inspection, but would also provide relief for those facing certification issues beyond their control (i.e., severe weather preventing DAR travel, shortage of critical flight safety components from manufacturers, etc.) to complete the certification process beyond the deadline.

The forms (FAA form 8050-1 & 8050-88A) are available at your local Flight Services District Office (FSDO), and are also included in EAA's E-LSA Conversion Kit (Member price \$12.99 plus shipping.) The EAA kit has everything needed to convert an ultralight vehicle to the new experimental-light-sport aircraft category including a 15-page Step-By-Step Conversion Guide that walks you through the entire process.

As always, EAA's Aviation Services staff is available to assist you at 877-359-1232. (End quoted article)



*The Beach I want to stay at! On the island of St. Maarten.*

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Thanks to those of you that attended the Christmas party, we had great company and great food to share. I look forward to another successful year with chapter 1452 and please remember to send any pictures or stories that you come across that may be of interest to the group.

**Jason Dodd**